EARLY COLONIAL HOUSES

HOMES OF FAMOUS FAMILIES NOT OF GREAT SIZE.

So-Called Mansions Small and Plain According to Modern Standards—Eighteenth Century Abodes of the Well to Do in New England and the South.

A Boston family that recently went to see a seventeenth century ancestral house in one of the smaller Massachusetts cities found it a moderate sized house of very simple architecture both within and without. That has been the experience of most Americans who hunt up early ancestral houses.

Williamsburg, Va., which has more early eighteenth century and late seventeenth century survivals than most towns, has hardly a single great house, and not one of elaborate architecture. The impression that the aristocratic homes of Williamsburg made upon an Italian youth of the mid-eighteenth century period is embalmed in his reported exclamation upon looking around on the beauties at a dance:

"How can such angels live in such hovels?"

Some of the biggest of the early Colonial houses still stand on the banks of the Potomac and the James, but many of the houses once occupied by famous Virginia families are neither very large nor of distinguished architecture. White House, the home of the Widow Custis, who brought George Washington a fortune, is a good sized wooden house of plain aspect. George Washington himself was born in a small and very plain farmhouse and the house to which he was taken as an infant, on the plantation on the Rappahannock opposite Fredericksburg, was like it.

One of the early Lee homesteads on the Potomac not far from Wakefield, the birthplace of Washington, is a plain and small house. The famous Nelson house at Yorktown is a fine example of Georgian domestic architecture belonging to the middle of the eighteenth century, but it is not a great house tried by the standard of well to do persons to-day. In fact it has but twelve rooms.

All over Virginia are late seventeenth and early eighteenth century houses, the homesteads of distinguished families, but hardly one in five is a great house. Few seventeenth century houses are left in Maryland and the early eighteenth century houses, whether on the Eastern or the Western shore are mostly of moderate size.

Only the great land owners built large houses even in the eighteenth century. There are a few large houses 200 years old or more in and about Annapolis, but some of the famous brick mansions in that little capital are distinguished for symmetry and for the beauty of their woodwork rather than for their size.

There stands in Montgomery county, Maryland, one of the seventeenth century mansions of the Calverts. The house is historic. Here George Washington was a frequent visitor in Colonial times and there is a tradition that upon one occasion he took too much toddy when visiting the Calvert of his day.

Famous men frequented the house for a century and a half. Clay often visited the Calverts and it used to be said that he wrote out part of his compromise plan of 1850 in one of the bedrooms of this house. The mansion is a symmetrical building of brick and stucco, handsomely panelled within and roomy withal, but families to-day that live on ten thousand a year or less are building houses as large.

Beverly on the Pocomoke River is one of the noblest of Eastern Shore mansions, but it dates from the period of the Revolution, not from the seventeenth century, and handsome and dignified as it is it does not rank in size with the considerable houses of to-day. Some of the eighteenth century houses of the same region, once the homes of local magnates, would not comfortably house a moderately well to do family of this time.

There are few great old houses left standing in Pennsylvania and almost none that goes back much beyond the middle of the eighteenth century. Stenton, the historic mansion on the edge of Philadelphia, in sight from the Baltimore and Ohio Railroad, is an imposing eighteenth century house with dignified rooms and beautiful woodwork, but there are half a dozen modern country houses of much greater size within a few miles of Stenton.

Van Cortlandt Manor House in Van Cortlandt Park is not a great house and Philipse Manor House at Yonkers is hardly larger. It is in New York as elsewhere in this country, there are few great houses that date much before the Revolution. The New York Dutch did not build big houses because they were not rich enough, and their case was that of most New Englanders and of most Southerners. The early settlers got to cover as soon as they could and there were few even in the second generation that could afford great houses.

When New Englanders became enriched by trade in the period between the middle of the eighteenth and the first quarter of the nineteenth centuries they began to build big comfortable houses. Many were merely enlarged from the early houses. Others, like the huge brick structures at Salem and other seaports, were built new from the foundations up.

Warned by the fires that destroyed many seventeenth century mansions, the New Englanders who enriched themselves in whale oil, rum, slaves and the China trade often built their great mansions of brick. The few seventeenth century houses left in New England are mostly of wood, and early brick houses still standing are apt to be small. Six or eight rooms often sufficed for a well to do sixteenth century family, and when there were more rooms they were often quite small. A $12,000 or $15,000 country house of to-day will have a living room bigger than that in any except the greatest of early eighteenth century houses.

There were a few great early houses in the far South, but most of the early plantation houses were of moderate size. The fact that the kitchen was usually in a separate building made it possible to build plantation houses comparatively small. Mount Vernon was not a great house when George Washington fell heir to it.

When the cotton gin late in the eighteenth and early in the nineteenth century made cotton growing very profitable, the planters began to build bigger houses. In the same way some of the big farm houses on the Delaware Peninsula date from the early days of peach growing, when the most successful farmers sometimes got from $5,000 to $20,000 for their peach crop in a single season.

What went on all over the older part of the country in the seventeenth and the early eighteenth century went on in the middle West from seventy-five to a hundred and fifty years later. Settlers in the Ohio Valley were content with small and simple houses, like William Henry Harrison's log cabin, until they began to grow rich toward the middle of the last century.

It was the same in Kentucky and Tennessee. The big plantation houses of those States are seldom a century old, and the town houses were mostly simple affairs until well into the last century. Well to do folk of the middle West to-day would find it pretty cramping business to live in the homes of their eighteenth century ancestors, and most of the great houses in that region have been built since the '70s of the last century.

Col. Black to Investigate the City's Sewage Problem.

The Board of Estimate and Apportionment, acting on the recommendation of its chief engineer, Nelson P. Lewis, last week engaged Col. William M. Black of the Board of Army Engineers to investigate and report upon the location of sewer outlets and the discharge of sewage into the waters about the city of New York. The appointment is subject to the approval of the Civil Service Commission. Col. Black's investigation is to extend over a period of one year.

Several drainage plans have been presented to the Board of Estimate involving the low lands bordering Gravesend, Jamaica and Flushing bays and portions of Long Island Sound. These plans provide for sewer outlets in existing creeks and in proposed basins or canals which were laid down years ago on some of the old maps of the city, but the future of which is very uncertain. It is expected that the ultimate harbor lines will undoubtedly be located some distance outside the points indicated as sewer outlets. The general scheme of improvement proposed by the city is to discharge storm water into the creeks and basins and to pump the dry weather flow to other outlets or to sewage disposal plants.

Steamboat and Ferry Service for Malba.

By an agreement between the Montauk Steamboat Company and the Realty Trust the new 600 foot pier extending into the main channel of the East River from the tip of Malba has been made the first stop for the steamboats of that line. The boats will carry passengers from the foot of Wall street to the north shore pier in about forty minutes.

Before the opening of the spring season it is planned to have water service to Malba and the central sections of the north shore from Westchester county. The new ferry company, headed by Edward Nicoll, recently incorporated with a capital of $100,000, will operate its boats between Clason Point on the Bronx shore and College Point and Malba on the Long Island shore.

The Realty Trust sold at Malba last week a plot on the south side of the Boulevard, opposite Point Circle; a plot with a frontage of 180 feet along the west side of Malba Drive, south of the Boulevard; a plot on the south side of Center Drive, about 230 feet east of Point Circle; a plot on the west side of Malba Drive, north of North Drive, and a plot on the north side of Eighteenth street, west of Keenan place.

Fourth Avenue Subway Stimulates Building.

Large amounts of outside capital are seeking investment in Brooklyn along the line of the Fourth avenue subway, especially along the Fort Hamilton extension in Bay Ridge, south of the four track section now under construction.

Within the last two weeks purchases aggregating nearly a million dollars have been reported south of Sixty-fifth street. Fifth avenue and the cross streets between Fourth and Fifth avenues in the Seventies are being built up so rapidly that every few weeks there is a complete change in their appearance.

Along Fifth avenue four and five story flats with stores on the ground floor are being erected, and in the side streets one and two family brick houses with stone fronts of attractive design.

Activity in Suffern.

Alfred Hall has sold eighty-four acres, comprising the A. N. Crow estate, on Nyack turnpike, the main thoroughfare between Suffern and Nyack. The property is about a mile from Suffern. The buyers are Peter, Percival and John Van Orden, Philip Van Alstine of No. 208 Broadway and Mr. Hall. The district is carefully restricted and will be subdivided and developed into a high grade bungalow and villa colony. It is within easy distance of the Suffern station.

Alfred Hall has also sold for Willard Downs and Levi Johnson to Augustin J. Smith of No. 49 Wall street the Downs farm and part of the Johnson farm, adjoining, comprising together about fifty acres. Mr. Smith will build a summer home on the property, which is about two and a half miles east of Suffern.

Alfred Hall has sold for Mary E. Carlough her dwelling on Wayne avenue, Suffern. The buyer is Charles A. Pace.

New York Physicians Buy at Park Hill.

Several sales, both of lots and of houses, have been reported from Park Hill during the last few days. Two of the houses are of the California bungalow type which the American Real Estate Company has introduced with so much success. Both were purchased by New York physicians—one on Rockland avenue by Dr. Charles S. Green of No. 136 Madison avenue and the other on Edgecliff terrace by Dr. H. G. Glover of Fort Washington avenue and 181st street. The prices paid were $13,500 and $14,500 respectively.

The Clareda.

Dubois & Taylor have been appointed agents for the new apartment house known as the Clareda at No. 605 to 609 West 181st street. The apartments are arranged in suites of four, five, six and seven rooms. A subway station is at 181st street and St. Nicholas avenue. The Third and Amsterdam avenue cars are two blocks to the east, and the 181st street crosstown cars cross Washington Bridge and connect with all points in The Bronx. The Broadway surface cars are one block west.

Sheridan Square Rediscovered.

A few days ago the real estate records disclosed the sale of No. 13 Sheridan Square, which caused even the real estate chroniclers to scratch their heads and run for the atlases. For the benefit of the unenlightened it may be said that Sheridan Square is a thriving centre in old Greenwich Village, bounded by Fourth street, West Washington place, Barrow and Grove streets.

More Oakdale Land at Auction.

An auction sale of Oakdale property is to be held at the Vesey street salesroom under the direction of Bryan L. Kennelly on Thursday, December 16, at 12 o'clock. Sixty per cent. of the purchase price will be allowed to remain on mortgage for three years at 4 per cent. Titles are guaranteed.

Miscellaneous

Jackson Bros. Realty Company, a firm that operates extensively in Long Island acreage and that recently has undertaken to develop and market some of its centrally located buildings, has issued a booklet entitled "Long Island, or New York City's Necessity," that is a distinct departure from the "literature" circulated by most companies that desire to attract the real estate investor.

Aside from accomplishing its main purpose of stimulating interest in Long Island as a promising field for investment the booklet impresses even the most casual reader with a sense of its artistic merit. The illustrations are pertinent and are admirably executed, the frequent pen and ink sketches, though done in miniature, are sharp and distinct in every detail; the type is bold and clearly legible. Altogether it is pleasingly put together.

As to the arguments set forth within its fifty-odd pages, they may be summed up as being terse, logical and largely, through the judicious insertion of striking contrasts, quite convincing to the lay reader.

Slawson & Hobbs were the brokers in the sale of No. 2794 Broadway, southeast corner of 108th street, for Lucius Beers and Henry de F. Baldwin, reported yesterday.

S. B. Goodale & Son were the brokers in the sale of No. 241 to 245 West Twenty-sixth street for the Madison Square Mortgage Company to Jeremiah W. Dimick, reported yesterday.

A. C. & L. A. Marks have obtained for the Charles Buek Construction Company a building loan of $800,000 on the property at No. 153 to 157 West Twenty-third street, for the erection of a twelve story fireproof Mercantile building.

ENTER THE MONORAIL ROAD

FIRST PASSENGER LINE OF THAT TYPE NOW BEING BUILT.

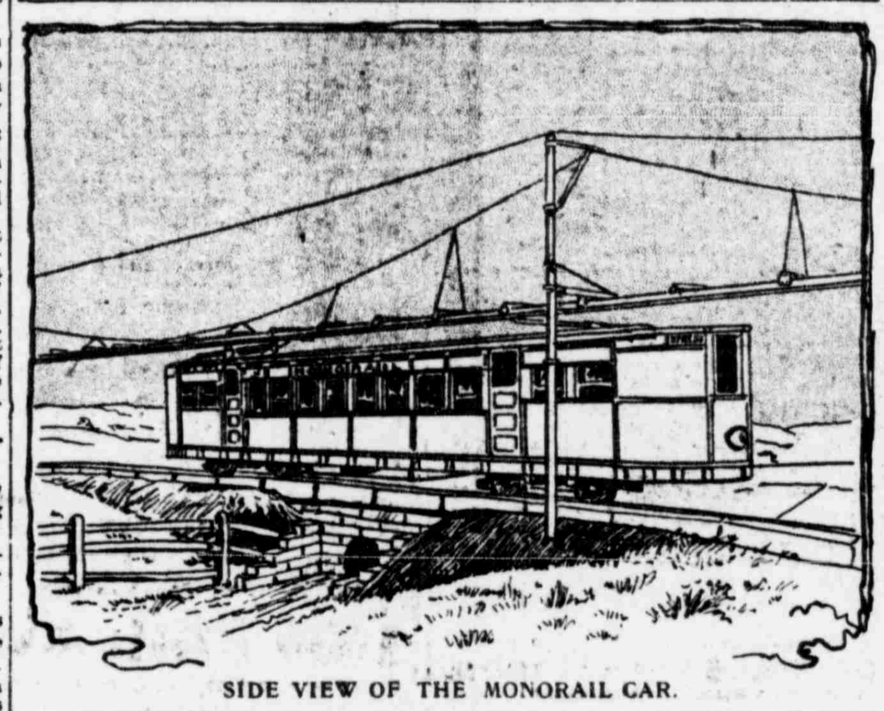
It Is Only Three Miles Long, but It May Prove the Forerunner of a Network of Monorail Roads in Greater New York—Exit the City Island Horse Cars.

Up in Pelham Bay Park, near the city's northern boundary, the Monoroad Construction Company is building a new line of railroad that is attracting the attention of engineers and railroad men all over the country. It is only a short stretch of road—three miles in all—extending from the Bartow station of the New York, New Haven and Hartford Railroad to Belden Point, City Island, but its builders hope that some day the idea which it embodies may completely transform the rapid transit system of Greater New York.

It is a very simple affair, this new line of which so much is expected. Its cars will look very much like the high speed trolleys operated on suburban roads, except that they will taper at each end in order to reduce air resistance when running at high speed and except that the trucks will be differently arranged. The cars will be mounted on four wheels arranged in pairs, tandem fashion, and resting on a single rail. The wheels will have wide flanges to prevent them from leaving the rail when the car rounds curves at high speed.

A trolley arrangement of steel rods and levers extends upward from the roof of the car, engaging the sides of a guide rod that serves the double purpose of transmitting the motive power and of maintaining the equilibrium of the car. This guide rod has wide flanges, resembling in a general way a steel I beam. The trolley framework is equipped with four wheels that are arranged not like ordinary trolley wheels with their faces turned vertically so that they revolve like a hoop but with their faces turned horizontally so that their grooved edges engage the lower flanges of the I beam overhead, and they spin like tops as the car advances.

THE AMERICAN MONORAIL CAR ON A TRIAL TRIP.



SIDE VIEW OF THE MONORAIL CAR.

The principle involved in the City Island monorail is a very simple one. It is the same principle that explains the apparent anomaly of a ponderous boulder balanced so that it rocks back and forth at the slightest touch; the same principle that applies to the performance of a tight rope walker. Expressed in technical terms, the equilibrium of an object—whether it be a monorail car, a twenty ton boulder, a tight rope walker or a wooden table balanced on the chin of a vaudeville performer—is maintained as long as the centre of gravity of the object is in the same vertical plane as the point of suspension or support, provided the object is standing still or is moving in a straight line.

Any one who has balanced a stick on his finger for even a brief moment or has held in a vertical position a heavy pole one end of which rests on the ground has made practical application of this principle. In the case of the monorail road the "vertical plane" passes through the guide rod, the trolley arrangement, the centre line of the car, the tandem wheels and the single rail. The car is balanced on the rail and its upright position is maintained easily by the overhead I beam. This guide needs to be only of light construction, as the strain upon it is inconsiderable, due to the fact that the car is perfectly balanced at all times.

This is the so-called American type of monorail. There are two other leading types—the English and the German. The English type is the gyroscope car, invented by Louis Brennan, which runs upon a single rail and depends for its equilibrium upon the supporting power of huge gyroscopes or flywheels revolving at terrific speed in vacua. The objections to the gyroscope car are first its expensiveness and second the danger of accident through the bursting of the gyroscopes or through a break in some part of the mechanism that would cause the wheels to cease gyrating.

The German type is that now in use in Berlin. There the cars are suspended in midair from tandem wheels that run along a single rail placed beneath a massive elevated structure. The German system is quite an expensive one and it has a decided disadvantage in that the suspended cars are susceptible to a distinct lateral swing when running around a curve. Also the city of New York does not care to further encumber its streets with heavy elevated structures.

There is a general impression that there is no limit to the speed that can be attained on a standard two rail line other than that imposed by the limitations of the engine itself; that the speed capacity of a train is the determining factor in the number of miles per hour it shall be called upon to make; that if a certain type of steam locomotive which has a capacity of fifty miles an hour and which makes daily runs at that rate of speed be so improved upon as to be capable of running at the rate of 100 miles an hour then the trains which it draws thereafter shall be run at the rate of 100 miles an hour.

That is not strictly true. At the present time the rate of speed that can be attained on a road is limited by the efficiency of its rails and the evenness of its roadbed. When a locomotive has attained a certain rate of speed—seventy-five miles an hour—it begins to oscillate rapidly, and any increase in speed above that point is attended with grave danger of breaking or spreading the rails or of overcoming the grip of the driving wheel flanges. The swaying and rocking of a steam locomotive is apparent to even the most casual observer when a train is running at only moderate speed. The oscillation is noticeable even from the inside of a passenger car which is equipped with springs to absorb most of the shock caused by unevenness in the rails.

It is impracticable, if not impossible, at the present time to lay a perfect stretch of track of any great length in which the rails will be absolutely parallel and on exactly the same level. Thus on a modern two track road equipped with powerful locomotives high speed can be attained only at the expense of great wear and tear on the roadbed. The lifetime of even the most durable rails is surprisingly brief. For example, at a certain curve in a certain rapid transit subway line the rails are replaced every ninety days. This in spite of the fact that they are "one hundred pound" rails—the heaviest made—and that subway trains weigh far less than ordinary railroad trains.

The monorail car, its inventors claim, is not subject to dangerous oscillation and therefore it can attain a speed of 150 miles an hour with perfect safety.

The line now being built in Pelham Bay Park is the first passenger road of the American type to be built in this country. It is the invention of Howard H. Tunis of Baltimore and was successfully tried out at the Jamestown Exposition several years ago. At the exposition the American monorail car carried passengers over some two thousand feet of track, whirling around curves and climbing steep grades with astonishing ease and swiftness. In taking curves the car leaned inward just far enough to balance lightly on the single rail and to prevent strain on the overhead guide.

During the first few trial trips two guide rods or I beams were used, and a strong timber bracing was thought necessary. Later on the heavy bracing was replaced by light catenary construction and a single guide rod was used. This equipment will be duplicated in the short line in The Bronx.

Two gangs of laborers were at work last week on the right of way of the proposed road. Actual construction was begun October 27, 1909, and owing to favorable weather rapid progress has been made. At the present time over 500 feet of the right of way near the western approach to the City Island bridge has been graded and a stretch of similar length near the railroad station is almost completed.

The new road is to succeed the narrow gauge horse car line that has carried passengers to and from City Island for half a century or more. The horse car tracks which were laid on the southerly side of the highway that leads from the railroad station to Belden Point will be torn up and a single rail will be laid a short distance to the south and west, within the park itself.

The road is to be built by two companies—the Pelham Park Railroad Company and the City Island Railroad Company. Both are controlled by the same interests, however, and commutation tickets will be sold at the rate of twenty through trips for $1. The corporation back of the enterprise is capitalized for $1,500,000. Among those financially interested in it are C. C. Cuyler of Cuyler, Morgan & Co., Robert H. McCarter, Attorney-General of New Jersey; Congressman Samuel McMillan, and three members of the old Rapid Transit Board, John H. Starin, Charles Stewart Smith and Bion L. Burrows. The Interborough, which held the old horse car franchises, transferred its rights to the new companies in return for a block of stock that is said to represent a controlling interest.

Mr. Burrows announced last week that the grading of the three mile right of way will be completed this winter and that the rails will be laid and the overhead equipment installed next spring so that trains may be running by June 1. Then the antiquated packing boxes dignified by the title of horse cars that now trundle between Bartow and City Island will be relegated to the scrap heap.

PRESENT EQUIPMENT OF THE CITY ISLAND LINE.

New Houses at Douglaston.

Mann & McNeville, architects, are drawing plans for five semi-fireproof houses, to cost from $8,000 to $15,000, to be built by the Douglaston Realty Company on the Boulevard and Dartmouth road at Douglaston Park, Douglaston, L. I.

Coming Auction Sales.

[At 14 Vesey Street.]

MONDAY, DECEMBER 13.

By Bryan L. Kennelly.

St. Nicholas avenue, No. 775, southwest corner of 149th street, 20.5x101.2x20x96.10, five story dwelling; Germania Life Insurance Company vs. J. F. Cockerill et al.; Dillon & H., attorneys; Adam Wiener, referee; due on judgment, $21,219.77; subject to taxes, &c., $491.70.

By Joseph P. Day.

Fifth avenue, No. 2216, west side, 24.11 feet south of 135th street, 20x90, five story tenement and store; D. T. Moran vs. Mary Herschfield et al.; Lemuel Skidmore, attorney; C. J. Leslie, referee; due on judgment, $23,989.63; subject to taxes, &c., $571.99.

Houston street, No. 174, north side, 35.10 feet west of Hancock street, 26x100, six story tenement and stores; D. T. Moran vs. Samuel Bachner et al.; Lemuel Skidmore, attorney; J. Frank, referee; due on judgment, $38,011.58; subject to taxes, &c., $1,356.07.

168th street, north side, block front, between Third street and Fulton avenue, 337x176x irregular x41.8, second, third and fourth buildings, vacant; Emigrant Industrial Savings Bank vs. J. F. Schnugg et al.; R. & E. J. O'Gorman, attorneys; G. H. Montague, referee; due on judgment, $57,547.60; subject to taxes, &c., $2,434.90.

TUESDAY, DECEMBER 14.

By Samuel Goldsticker.

Fifth avenue, No. 1060, northeast corner of Eightieth street, 25.2x102.2, five story dwelling; executor's sale; estate of Dr. Joseph J. Lawrence, deceased.

By James L. Wells Company.

Madison avenue, No. 747, east side, 33.9 feet south of Sixty-fifth street, 16.8x60, four story and basement dwelling; F. C. von Asten vs. C. F. Homer et al.; Elsman, L. C. & L., attorneys; David Thomson, referee; due on judgment, $4,902.18; subject to taxes, &c., $453.07.

By Joseph P. Day.

Madison street, No. 128, south side, 86.3 feet east of Market street, 26.8x100x irregular, six story tenement and store; East River Savings Institution vs. Betsy Dubroff et al.; Hitchings & P., attorneys; J. G. Dyer, referee; due on judgment, $32,343.31; subject to taxes, &c., $2,560.

WEDNESDAY, DECEMBER 15.

By Samuel Marx.

Sixty-first street, No. 112, south side, 117 feet east of Park avenue, 18.6x100.5, three story dwelling; voluntary sale.

Park avenue, No. 1523, southeast corner of 111th street, 100.11x52, six story tenement with stores; voluntary sale.

Tenth street, Nos. 406 and 408, south side, 133 feet east of Avenue C, 40x92.3, six story tenement with stores; voluntary sale.

Goerck street, No. 32, east side, 150 feet north of Broome street, 25x100, six story tenement with stores; voluntary sale.

Cherry street, Nos. 478 to 482, north side, 21 feet west of Corlears street, three six and a half story tenements with stores; voluntary sale.

Grand street, No. 478, north side, 25 feet west of Willett street, 25x100, six story tenement; voluntary sale.

By Joseph P. Day.

Wooster street, Nos. 179 to 183, west side, 100 feet south of Bleecker street, 74.8x100, seven story loft and store building; Charles Fowler et al. vs. J. B. & J. M. Cornell Company et al.; Beals & N., attorneys; T. F. Gilroy, referee; due on judgment, $57,269.60; subject to taxes, &c., $134.40; subject to a first mortgage of $120,000.

110th street, Nos. 245 to 249, north side, 116.8 feet west of Second avenue, 37.6x100.11, six story tenement and stores; A. D. Weinstein vs. Louis Folbe et al.; Freyer, H. & J., attorneys; J. W. Keller, referee; due on judgment, $9,330.66; subject to taxes, &c., $758.61; subject to a first mortgage of $38,000.

THURSDAY, DECEMBER 16.

By Joseph P. Day.

Third avenue, No. 1313, east side, 27.2 feet north of Seventy-fifth street, 28.4x105, five story tenement with store; receiver's sale; also Third avenue, No. 1315, east side, 55.3 feet north of Seventy-fifth street, 28.1x105, five story tenement with store; receiver's sale; also Eighty-third street, No. 127, north side, 249 feet west of Columbus avenue, 17x102.2, four story dwelling; receiver's sale.

Eighty-third street, No. 129, north side, 266 feet west of Columbus avenue, 17x102.2, four story dwelling; receiver's sale.

Avenue B, southwest corner of Seventh street, Unionport, 108x205, vacant; voluntary sale.

Wooster street, Nos. 175 and 177, west side, 173.11 feet south of Bleecker street, 50x100, seven story loft building; executor's sale; also three story building; executor's sale; also Fifty-second street, 128, south side, 375 feet east of Seventh avenue, 25x100.5, two story building; executor's sale; estate of F. K. Agate, deceased.

106th street, No. 22, south side, 120 feet west of Madison avenue, 25x100.11, five story flat; voluntary sale.

Lexington avenue, No. 1672, southwest corner of 105th street, 17.7x55, four story building with stores; voluntary sale.

Tenth street, Nos. 66 and 68, south side, 78.1 feet east of Sixth avenue, 50.4x92.3x irregular, two five story tenements; S. M. Sturges vs. George Nicholas et al.; P. Sturges, attorney; Warren Leslie, referee; due on judgment, $14,695.98; subject to taxes, &c., $69,169.20.

Ninety-fifth street, No. 233, north side, 125 feet west of Second avenue, 25x100.8, five story tenement and store; V. K. White, trustee, &c., vs. Ignatz Weisberger et al.; L. F. Reed, attorney; C. W. G. Balter, referee; due on judgment, $15,595.80; subject to taxes, &c., $688.38.

164th street, Nos. 434 and 436, south side, 325 feet east of Amsterdam avenue, 50x112.4, five story flat; Pine Moon Realty Company vs. S. A. Wilson et al.; W. B. Marx, attorney; E. D. Hays, referee; due on judgment, $11,348.40; subject to a prior mortgage of $50,000.

By Bryan L. Kennelly.

A number of plots at Oakdale, on Great South Bay, L. I.; voluntary sale.

FRIDAY, DECEMBER 17.

By Jacob H. Mayers.

137th street, Nos. 26 and 28, south side, 285 feet west of Fifth avenue, 50x99.11, six story tenement; Julius Blauner et al. vs. Marks Schwartz et al.; S. D. Lasky, attorney; H. B. Hammond, referee; due on judgment, $14,605.01; subject to taxes, &c., $1,427.29.

By Joseph P. Day.

146th street, No. 548 to 552, south side, 125 feet east of Broadway, 75x99.11, two five story flats; Twenty-third Ward Bank vs. Rae Ginsberg et al.; Lexow, M. & W., attorneys; C. L. Cohn, referee; due on judgment, $2,448.02; subject to taxes, &c., $1,831.24.

104th street, No. 123, north side, 200 feet east of Park avenue, 20x100.11, four story tenement; Sheriff's sale of all right, title, &c., which Edward Jones had on August 9, 1909, or since; Keller & K., attorneys.

SATURDAY, DECEMBER 18.

[At County Court, White Plains, at 10:30 A. M.]

By Herbert A. Sherman.

The A. T. Stewart property at Rye and Harrison, Westchester county; sold in four parcels, northwest corner Harrison and Lincoln avenues, 84 4-5 acres; northeast corner same thoroughfares, 55 acres; southwest corner same thoroughfares, 6¼ acres; southeast corner, 3 1-5 acres; court partition sale; W. M. Hoes, referee; Evarts, C. & S., attorneys.

FOR TENEMENT KIDS.

C. M. Schwab Presents His Staten Island Land to the Sisters of Charity.

Charles M. Schwab has presented to the Sisters of Charity of St. Vincent de Paul his Staten Island holdings known as Richmond Beach Park. The property, consisting of sixty-one and one-half acres of upland and fifty-six acres of land under water, is situated on lower New York Bay, about one and a half miles from Huguenot station. Its principal natural advantages are accessibility to deep water, a fine grove, a picturesque sheet of fresh water known as Arbutus Lake and a bathing beach frontage 1,700 feet in length.

The equity in this property, subject to a long term corporate mortgage, was originally acquired by Mr. Schwab from the Richmond Beach and Railway Company. The purchaser then proceeded, with the assistance of Charles A. Platt and the engineering firm of Waring, Chapman & Farquhar, to turn it into a seaside park fitted for the accommodation of excursion parties of 1,000 or more children.

The property was graded, top soil was supplied from a neighboring tract acquired for the purpose, an elaborate system of drainage and waterworks was established, a water tower ninety-five feet high was constructed supplied by artesian wells on the premises, the roads and driveways upon the property were macadamized and furnished with gutters and catch basins, numerous ornamental shrubs and trees were set out, the entire property was enclosed by a high iron fence, a new pier 500 feet long was built, an artistic and thoroughly equipped bathing pavilion of large capacity was constructed and a three story main building was erected 300 feet long by 73 feet wide, consisting of a west wing containing extensive and well appointed quarters for administration, an east wing containing kitchen, laundry and living rooms and an imposing colonnade between intended for use as an open air dining room.

While the conveyance from Mr. Schwab to the sisters contains no condition or reservation, he has requested them to use the property for the benefit of the poor children of New York city.

Private Sales.

RIVERSIDE DRIVE.—The Cruikshank Company has sold for George A. Adams and Sonn Bros. a plot comprising over twelve lots on Riverside Drive, running through to Buena Vista avenue. The property has a frontage of 216 feet on the drive and lies just north of 177th street.

PEARL STREET.—William H. Folsom has sold for Butler and G. Dewitt Williamson the northwest corner of Pearl street and Coenties alley, a five story loft building, on plot 43.10x59x irregular, to E. S. Halstead & Co., the tenants.

BROADWAY.—Franklin Pettit has resold through Slawson & Hobbs the northwest corner of Broadway and Ninety-second street, four five story flats and a vacant lot, comprising a plot 107.4x125.

NINETY-EIGHTH STREET.—Edward C. H. Vogler has sold for John Freienstein of Cleveland, Ohio, to Lipshutz & Weber the five story flat at No. 202 West Ninety-eighth street, on lot 26x100.11, adjoining the southwest corner of Amsterdam avenue.

130TH STREET.—Charles Wynne has resold to Thomas J. Keane No. 28 East 130th street, a three story dwelling, on lot 18.2x100. The seller recently took the property in part payment for No. 514 West 133d street.

INTERVALE AVENUE.—The Henry Morgenthau Company has sold to the John J. Tully Company the northwest corner of Intervale avenue and Beck street, a plot 181.8x115.4x125x100. This property is in the Hunt's Point section, immediately adjoining a large area recently improved by the Henry Morgenthau Company, the Meehan Construction Company and other large Bronx builders. The buyer will erect three five story apartment houses, one with 81 feet frontage and two with 50 feet each on Intervale avenue. B. Morris was the broker.

BELMONT AVENUE.—Herman Knepper has sold for the Belmont Realty and Construction Company a plot, 38x83, on the west side of Belmont avenue 88 feet north of 182d street to Charles O. Krabo. There is a partly constructed building on the plot. The buyer will immediately proceed with the completion.

HUGHES AVENUE.—Herman Knepper has bought for a client from Marie Krabo and Henry A. Schwicardi the southwest corner of 182d street and Hughes avenue, a four story flat, on lot 50x80.

PARK AVENUE.—Payson McL. Merrill, in conjunction with Douglas Robinson, Charles S. Brown & Co., has sold for the City Real Estate Company to the Cooperative Building Construction Company Nos. 565 to 569 Park avenue, two five story apartment houses, known as the Lonsdale, on plot 65.5x100x irregular, between Sixty-second and Sixty-third streets. It adjoins the twelve story apartment building now being erected by the buyers at the northeast corner of Sixty-second street. The company will erect a cooperative apartment house on the site from the plans of Walter B. Chambers. The facade and interior will be of the same general character as the adjoining building, which was also designed by Mr. Chambers. The combined plot has a frontage of 125.8 feet on Park avenue and a depth of 95 feet on Sixty-second street. The new building will contain eighteen duplex apartments varying in size from six rooms and one bath to apartments of ten rooms and three baths. This is the fourth cooperative apartment house to be erected on Park avenue by the Cooperative Building Construction Company in the last eighteen months.

GREENWICH STREET.—Joshua L. Evans & Co. have sold for James H. Cruikshank Nos. 483 and 485 Greenwich street, a new six story mercantile building on a plot 43.6x90.

Recent Buyers.

Mrs. J. McAlpin is the buyer of No. 798 West End avenue, sold recently by Mrs. Julia T. Keeler.

Arthur M. Cox is the buyer of No. 319 West Eightieth street, sold recently by George H. De Witt.

Leases.

Albert B. Ashforth has leased for John I. Downey the new six story building at No. 329 Fifth avenue, on lot 24.8x100, adjoining the southeast corner of Thirty-third street, for a term of years at an aggregate rental of $500,000, to the Innovation Ingenuities, Inc.

William Sittenham has added to his holdings on Thirty-seventh street by taking a lease of No. 54 West Thirty-seventh street for a long term of years. Mr. Sittenham is the owner of several parcels on this block besides holding various leaseholds therein.

W. H. Folsom and Payson McLain Merrill have leased for Gen. Nelson H. Henry No. 59 West Ninth street to Frank B. Robinson, president of the Carbon Steel Company.

Pease & Elliman report the following leases: No. 41 West Fifty-first street, for Mrs. H. S. Barnes to Lawrence B. Elliman; No. 50 East Seventy-second street, for Charles Cahn; No. 871 Madison avenue, for Mrs. William F. King; No. 129 West Sixty-ninth street, for William E. Lowe; No. 171 East Seventieth street, for E. P. Jones; No. 132 East Fortieth street, for Hoffman Miller.

Denzer Bros. have leased two lofts containing 10,000 feet to B. Rappaport & Co. and Weiner & Bloom; in No. 40 East Twenty-second street, for a long term of years, 5,000 feet to the Empire City-Gerard Company; for Elmer A. Darling to a cloak and suit house, 5,000 feet at Nos. 23 and 25 East Twenty-first street; for Harry C. Hallenbeck to a clothing manufacturer, 5,000 feet at Nos. 64 and 66 East Eleventh street; to the M. L. Peller Company, a loft at No. 51 East Tenth street and for Gertrude V. Morgan a loft at No. 40 East Twenty-first street.

The Duross Company has leased the fourth loft in Nos. 162 and 164 West Twenty-seventh street to the Practical Box Company; also the third loft in No. 131 West Fourteenth street for the Iroquois Club; also the store and basement at No. 2127 Third avenue to Charles Chiclacos; also the store and basement at No. 368 Seventh avenue to Nathan Goldstein and the fifth loft at No. 852 Washington street to the Neuvak Company.

Long Island

The Windsor Land and Improvement Company sold in Rockville Centre Terrace to E. A. Timelin a plot, 40x100, on Washington avenue; to H. F. Olterstedt a plot, 80x100, on Columbus avenue; to T. H. Pitt a plot, 40x100, on Oswald court; to R. G. Parker, a plot 40x100, on Nassau Parkway; to Edward Schmidt a plot, 40x100, on Bedell street; to F. M. Siefried a plot, 80x100, on Windsor Parkway; to W. J. Nielman and Charles Hoagland, each a plot, 80x100, on Davidson avenue.

The same company sold in Valley Stream to A. S. Bruning and Patrick Regan each a plot, 40x100, on Valley Stream Boulevard.

THE REAL ESTATE MARKET

PREPARING FOR A LIVELY BUILDING CAMPAIGN.

Builders Look for an Advancement Next Year in Both Land Values and Prices of Materials and Are Financing Building Operations on a Large Scale Now.

The real estate market is just now enjoying a degree of prosperity that is seldom attained except in the spring on the near approach of the open building season. Much of the business transacted at present is concerned with building sites, which are being purchased in large numbers for improvement. It is evident that builders find existing conditions peculiarly favorable to the projection of new constructions and that they are making haste to get building operations under way while these conditions last. The conditions in question embrace cheap money, low cost of building materials and reasonable prices for land, coupled with an excellent renting demand in the new centres of trade and population created by changes present and prospective in transportation facilities.

The ease in money is affecting builders quite as much indirectly as directly. With plenty of capital offered at 4½ per cent. on improved realty in Manhattan builders are able to arrange advantageous "permanent" loans on new buildings and are accordingly in a position to find investment buyers for constructions as soon as these are finished. Indeed not a few buildings are being sold from the plans. A lively investment demand for apartment houses and mercantile buildings is a notable feature of the market in the central borough, while in the outlying boroughs two family houses and flats are having a ready sale. The cheap money that is encouraging investment buying acts of course as a stimulus to fresh building. At this time a year ago builders were frequently obliged to pay a substantial bonus to procure building loans, but such loans are now obtainable without extra charge.

Meanwhile the cost of building materials is still comparatively low. In spite of an active building year throughout the country prices are generally normal, and brick, for example, is quoted at very little more than it was immediately after the panic. Builders, however, are of the opinion that the cost of construction will hardly remain long at its present level, for the consumption of building materials is rapidly overtaking the supply, notably in cement, strucural steel, lumber and stone.

Land values also are regarded as moderate. There are no bargains to be had such as prevailed a year or more ago, but the advances that have taken place since then have not been excessive. In few neighborhoods has the rise in the price of land been sufficient to act as a check on building. However, there is no doubt that as a rule building sites will be worth a deal more next spring than they are now. However, there is good reason for builders to be forehanded about acquiring land and financing construction work, and that they are acting on this conviction is shown by the current brokerage reports.

From these reports it is evident that there will be no letup next year in high grade apartment house building on the West Side, including Washington Heights and that the building movement in the midtown mercantile section will be more extensive than it has been this year, so far the biggest on record in that neighborhood.

Last week, for example, an unprecedented amount of buying was recorded between Sixth and Seventh avenues from Twenty-fourth to Thirtieth streets. The building up of a large part of the Twenty-seventh street block between these avenues has established a new scale of values for sites there—about $2,500 a front foot. In nearby streets between the same avenues front foot prices average about $2,000, but it seems clear that by next spring the higher figures will prevail throughout the entire neighborhood defined in the foregoing.

The advance noted between Sixth and Seventh avenues is of course reacting on the adjoining blocks between Seventh and Eighth avenues, where the average price now is perhaps $1,500 a front foot. Meanwhile, there is still a big difference between lots west of Sixth avenue and those between Sixth avenue and Broadway, where the average price is, say, $4,000 a front foot. In other words land values in the new wholesale district, in what is called the Pennsylvania section, are relatively very low and can hardly fail to induce a notable building activity there corresponding to that which has already transformed the Fifth avenue shopping section.

It is not only in the central borough, however, that builders are creating new construction records and adding to land values by the erection of buildings. This was shown by the November building statistics for Manhattan, The Bronx and Brooklyn, published recently, and is further confirmed by the statistics for Queens, given out yesterday. The building operations in Queens during November, according to Superintendent Carl Berger, exceed the best previous record for a corresponding month, while the total filings since January 1 show a decided increase over those for the entire year 1908, recorded as the most active twelve months in the history of the department.

Permits were granted last month for the erection of 419 structures, mostly dwellings, estimated in the plans to cost $2,023,066. During November, 1908, plans for 324 buildings, costing $1,282,133 were filed, an increase of 95 buildings and $740,933 in cost. The increases alone almost equalled the total operations of a normal winter month previous to the year 1907.

During the eleven months covered by the report plans were filed and permits granted for the erection of 4,156 buildings, valued at $15,748,100. In the corresponding period of 1908 plans for 3,392 buildings, estimated to cost $11,869,800, were approved. The increases in favor of the last nine months are 22.5 per cent. in the number of new structures and 32.7 per cent. in capital investment.

In the comparative tables of operations by wards the effect of improvements in transportation facilities to new sections is shown in the heavy filings and the increased average cost of dwellings. Gains in filings and the average cost of buildings in the First ward are due to the extension of manufacturing and commercial centres in Long Island City. Increases in capital investment in the Fourth ward are partly the result of multifamily house construction to meet the enlarged demand for housings.

New Apartment House Overlooking the Bay.

The Castleton Apartments, a seven story fireproof structure, has been built in Castleton Park, St. George, Staten Island. The new apartment house is situated on a 300 foot eminence, overlooks the bay and is seven minutes walk from the ferry at St. George, which is twenty-two minutes from the foot of Broadway, Manhattan. The house contains twenty-one suites of seven exceptionally large and light rooms and is crowned with a roof garden with tiled floors and pergolas. The trim throughout the apartments is of hardwood. The dining rooms have oak beamed ceilings. Among modern improvements installed are mail chutes, glass lined refrigerators, pedestaled lavatories, long distance telephones and wall safes. The house was erected by the Castleton Hotel and Realty Company, B. T. Kearns president.

New Development at Rahway.

The Straub Realty Company is placing on the market a tract in the town of Rahway, N. J. The development is five minutes walk from the main station of the Pennsylvania Railroad and there are eighty-six trains daily. Titles to the lots are guaranteed. Direct connection is afforded through Hudson River tunnels.